

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently amended) A hybrid transmission for variably producing a transmission ratio, comprising:

a first motor/generator and a second motor/generator ~~motor/generators~~; [[and]]

a differential mechanism constructed by two double-pinion planetary gearsets which are coaxially arranged and commonly employ common pinions, the differential mechanism including at least four rotating members, the rotating members being interlinked so that rotating conditions of all of the rotating members are determined when rotating conditions of two of the rotating members are determined, four of the rotating members being connected to an input from a prime mover, an output to a driveline, the first motor/generator and the second motor/generator ~~mover/generators~~, respectively,

wherein the prime mover is coaxially disposed at a side of the differential mechanism, and the first and the second motor/generators being coaxially disposed at the other side of the differential mechanism,

wherein the four rotating members have a speed relationship among revolution speeds thereof, a sun gear of a prime-mover-side double-pinion planetary gearset being connected to the second motor/generator through a center shaft, the sun gear of the prime-mover-side double-pinion planetary gearset being a rotating member of a first revolution speed in the speed relationship, a sun gear of a motor/generator-side double-pinion planetary gearset being connected to the second motor/generator through a hollow shaft, the sun gear of the motor/generator-side double-pinion planetary gearset being a rotating member of a fourth revolution speed in the speed relationship, a rotating member of a second revolution speed in the speed relationship being connected to the input from the prime mover, a rotating member of a third revolution speed in the speed relationship being connected to the output to the wheel driveline, wherein the first, second, third, and fourth revolution speeds are respectively

in sequence in either an increasing order of revolution speeds or in a decreasing order of revolution speeds; and

a brake for fixing the sun gear of the prime-mover-side double-pinion planetary gearset, the brake being disposed at an outer periphery of the first motor/generator.

2. (Original) The hybrid transmission as claimed in claim 1, wherein the first and second motor/generators are coaxially arranged, and shafts of the first and second motor generators are also coaxially arranged.

3-4. (Canceled)

5. (Original) The hybrid transmission as claimed in claim 1, wherein the common pinions act as inner pinions of one of the two double-pinion planetary gearsets and as outer pinions of the other of the two double-pinion planetary gearsets.

6. (Canceled)

7. (Original) The hybrid transmission as claimed in claim 1, wherein a gear pitch-circle diameter of the sun gear of the prime-mover-side double-pinion planetary gearset is set smaller than a gear pitch-circle diameter of the sun gear of the motor/generator-side double-pinion planetary gearset, and the common pinions act as outer pinions of the prime-mover-side double-pinion planetary gearset and as inner pinions of the motor/generator-side double-pinion planetary gearset.

8. (Withdrawn) The hybrid transmission as claimed in claim 1, wherein a gear pitch-circle diameter of the sun gear of the motor/generator-side double-pinion planetary gearset is set smaller than a gear pitch-circle diameter of the sun gear of the prime-mover-side double-pinion planetary gearset, and the common pinions act as outer pinions of the motor/generator-side double-pinion planetary gearset and as inner pinions of the prime-mover-side double-pinion planetary gearset.

9. (Currently amended) The hybrid transmission as claimed in claim [[6]] 1, wherein torque generated by the first and second motor/generators is set at zero when the brake fixes the sun gear of the prime-mover-side double-pinion planetary gearset.

10. (Currently amended) The hybrid transmission as claimed in claim [[6]] 1, wherein the brake fixes the sun gear of the prime-mover-side double-pinion planetary gearset when a vehicle equipped with the hybrid transmission is stopping under an electric vehicle mode where the vehicle runs only by means of the first and second motor/generators.

11. (Original) The hybrid transmission as claimed in claim 1 wherein the two double-pinion planetary gearsets employ a common carrier which rotatably supports all of pinions of the two double-pinion planetary gearsets and acts as the rotating member connected to the output to the driveline.